

OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312
Columbus, Ohio 43215
(614) 466-0880

CB 302

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

APPLICANT NAME CITY OF SILVERTON
STREET 6860 Plainfield Road

CITY/ZIP Cincinnati, Ohio 45236

PROJECT NAME MONTGOMERY ROAD IMPROVEMENTS
PROJECT TYPE ROADWAY REHABILITATION
TOTAL COST \$807,500.00

DISTRICT NUMBER 2
COUNTY Hamilton

PROJECT LOCATION ZIP CODE 45236

90 SEP 14 P 3: 11

OFFICE OF THE
COUNTY ENGINEER

DISTRICT FUNDING RECOMMENDATION

To be completed by the District Committee ONLY

RECOMMENDED AMOUNT OF FUNDING: \$ 364,144.00

FUNDING SOURCE (Check Only One):

State Issue 2 District Allocation

☒ Grant
☐ Loan
☐ Loan Assistance

☐ State Issue 2 Small Government Fund

☐ State Issue 2 Emergency Funds

☐ Local Transportation Improvement Fund

FOR OPWC USE ONLY

OPWC PROJECT NUMBER:

OWC FUNDING AMOUNT: \$

1.0 APPLICANT INFORMATION

1.1 CHIEF EXECUTIVE

OFFICER Richard Hunter
TITLE Mayor
STREET City of Silverton
6860 Plainfield Road
CITY/ZIP Silverton, Ohio 45236
PHONE (513) 793-7980
FAX ()

1.2 CHIEF FINANCIAL

OFFICER Brenda Williams
TITLE City Clerk
STREET City of Silverton
6860 Plainfield Road
CITY/ZIP Silverton, Ohio 45236
PHONE (513) 793-7980
FAX ()

1.3 PROJECT MANAGER

John Eisenmann, P.E., P.S.
TITLE City Engineer
STREET CDS Associates, Inc.
11120 Kenwood Road
CITY/ZIP Cincinnati, Ohio 45242
PHONE (513) 791-1700
FAX (513) 791-1936

1.4 PROJECT CONTACT

Paul J. Steman
TITLE Service Director
STREET City of Silverton
6860 Plainfield Road
CITY/ZIP Silverton, Ohio 45236
PHONE (513) 793-7980
FAX ()

1.5 DISTRICT LIAISON

Mr. William Brayshaw, P.E., P.S.
TITLE Chief Deputy Engineer
STREET Hamilton County Engineer's Office
223 West Galbraith Road
CITY/ZIP Cincinnati, Ohio 45215
PHONE (513) 761-7400
FAX (513) 761-9127

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional in nature, information must be consolidated for completion of this section.

2.1 **PROJECT NAME:** Montgomery Road Improvements

2.2 **BRIEF DESCRIPTION - (Sections A through D):**

A. **SPECIFIC LOCATION:**

Montgomery Road from Coleridge Avenue to Stewart Road (Corp. Limits).

See attached Vicinity Map.

B. **PROJECT COMPONENTS:**

Pavement planing, base repair, asphalt overlay (2 1/2") with full-width fabric, total curb replacement, construction of curb ramps at intersections and repair of adjacent concrete walks, adjusting or rebuilding existing catch basin tops, installation of one (1) new catch basin and associated storm sewer conduit to correct a drainage problem caused by current road profile, replacement of existing signal systems at Stewart, Elwynne, Sampson, and Plainfield Road intersections.

C. **PHYSICAL DIMENSIONS/CHARACTERISTICS:**

Montgomery Road is a four-lane roadway varying in width from 40 feet to 50 feet and 5100 feet in length.

D. **DESIGN SERVICE CAPACITY:**

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include current residential rates based on monthly usage of 7,756 gallons per household.

A volume of 13,500 vehicles per day was determined from a 1984 count. This roadway currently has adequate lane capacity. The ODOT District 8 Planning and Design Department has determined that repaving is warranted for this section of Montgomery Road in 1991. The City of Silverton determined that resurfacing without also performing curb and storm sewer repairs would be inappropriate based on current conditions. (See attached letter.)

2.3 **REQUIRE SUPPORTING DOCUMENTATION**

(Photographs/Additional Description; Capital Improvements Report; Priority List; 5-year Plan; 2-year Maintenance of Effort report, etc) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying instructions for further detail.

3.0 PROJECT FINANCIAL INFORMATION

3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
1.	Preliminary Engineering	\$ _____
2.	Final Design	\$ _____
3.	Construction Supervision	\$ _____
b)	Acquisition Expenses	
1.	Land	\$ _____
2.	Right-of-Way	\$ _____
c)	Construction Costs	\$ <u>734,146.00</u>
d)	Equipment Costs	\$ _____
e)	Other Direct Expenses	\$ _____
f)	Contingencies	\$ <u>73,354.00</u>
g)	TOTAL ESTIMATED COSTS	\$ <u>807,500.00</u>

3.2 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent):

	Dollars	%
a)	Local In-Kind Contributions*	\$ 0 _____
b)	Local Public Revenues	\$ 0 _____
c)	Local Private Revenues	\$ 0 _____
d)	Other Public Revenues	
1.	ODOT	\$ <u>443,356</u> <u>54.9</u>
2.	FMHA	\$ _____
3.	OEPA	\$ _____
4.	OWDA	\$ _____
5.	CDBG	\$ _____
6.	Other	\$ _____
e)	OPWC Funds	
1.	Grant	\$ <u>364,144</u> <u>45.1</u>
2.	Loan	\$ _____
3.	Loan Assistance	\$ _____
f)	TOTAL FINANCIAL RESOURCES	\$ <u>807,500.00</u> <u>100</u>

* If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes.

3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of all local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section 3.2(d), the following information must be attached to this project application:

- 1) The date funds are available;
- 2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

ODOT funds will be available for the 1991 construction season. After curb repair and storm sewer work is completed, the district planning and design department of the Ohio Department of Transportation will administer a contract for the resurfacing of this section of Montgomery Road. Please see the attached September 18, 1989 letter from Mr. Lloyd H. Wallace, P.E., District Deputy Director to Mr. Paul J. Steman at the City of Silverton. Additional information on this maintenance work can be obtained by contacting Mr. David Lupberger of ODOT.

3.4 PREPAID ITEMS

Definitions:

Cost -	Total Cost of the Prepaid Item.
Cost Item -	Non-construction costs, including preliminary engineer, final design, acquisition expenses (land or right-of-way).
Prepaid -	Cost items (non-construction costs directly related to the project), paid prior to receipt of fully executive Project Agreement from OPWC.
Resource Category -	Source of funds (see section 3.2).
Verification -	Invoice(s) and copies of warrant(s) used to for prepaid costs, accompanied by Project Manager's Certification (see section 1.4).

IMPORTANT: Verification of all prepaid items shall be attached to this project application.

	<u>COST ITEM</u>	<u>RESOURCE CATEGORY</u>	<u>COST</u>
1)	N/A		\$
2)			\$
3)			\$
TOTAL OF PREPAID ITEMS			\$ 0.00

3.5 REPAIR/REPLACEMENT or NEW/EXPANSION

This section need only be completed if the Project is to be funded by S12 funds:

TOTAL PORTION OF PROJECT/REPLACEMENT	\$ 807,500	100 %
State Issue 2 Funds for Repair/Replacement (Not to Exceed 90%)	\$ 364,144	45.1 %
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ 0	0 %
State Issue 2 Funds for New/Expansion (Not to Exceed 50%)	\$ 0	0 %

4.0 PROJECT SCHEDULE

	ESTIMATED START DATE	ESTIMATED COMPLETE DATE
4.1 ENGR. DESIGN	03/04/91*	05/31/91
4.2 BID PROCESS	06/11/91	07/03/91
4.3 CONSTRUCTION	07/22/91	10/25/91

* Design schedule is contingent upon notification date for funding.

5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the application that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Application will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Application certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

IMPORTANT: In the event of a project cost overrun, application understands that the indemnified local match share (sections 3.2(a) through 3.2(c) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Paul J. Steman - Service Director

Certifying Representative (Type Name and Title)

Signature/Date Signed

9-13-90

Applicant shall check each of the statements below, confirming that all required information is included in this application:

- ☒ X A five-year Capital Improvements Report as required in 164-1-31 of the Ohio Administrative Code and a two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code.
- ☒ X A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.
- ☒ X A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.
- ☒ X A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts.
- ☐ Yes
☒ X N/A A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district).
- ☐ Yes
☒ X N/A Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this application.

6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

DONALD C. SCHRAMM, CHAIRMAN DISTRICT #2 INTEGRATING COMMITTEE

Certifying Representative (Type Name and Title)

Donald C. Schramm 11/2/80

Signature/Date Signed

CITY OF SILVERTON

5 YEAR CAPITAL IMPROVEMENT PLAN

1991

Montgomery Road - west corporation line to east corporation line

Grind, curb repair, resurface

North Berkley

Grind, curb repair, resurface

South Berkley

Grind, curb repair, resurface

Section Road - south side near west corporation line

Drainage repair

Woodford Road

Sealcoat

West Fordham Place

Mudjack

South Fordham Place

Mudjack

1992

Stewart Road - I-71 south to corporation line

Grind, curb repair, resurface

Alpine

Grind, curb repair, resurface

Parkview

Grind, curb repair, resurface

Orchard Street

Grind, curb repair, resurface

1993

Belkenton

Grind, curb repair, resurface

Grace

Grind, curb repair, resurface

Placid Place

Grind, curb repair, resurface

Kenton

Patch and slurry seal

Park

Patch and slurry seal

Elwynne Drive

Grind, curb repair, resurface

East Gatewood Lane

Concrete joint repair, curb repair, resurface

1994

Stoll Lane

Grind, curb repair, resurface

Grand Avenue

Curb repair, slurry seal

Gerdson Lane

Curb repair, patch, slurry seal

Siebern Avenue

Grind, curb repair, resurface

Alta Avenue

Grind, curb repair, resurface

1995

Ohio Avenue

Grind, curb replacement, resurface

Elm Avenue

Grind, curb replacement, resurface

St. James

Grind, curb replacement, resurface

Highland Avenue

Grind, curb replacement, resurface

Sampson Lane

Grind, curb replacement, resurface

PROPOSED 5 YEAR CAPITAL IMPROVEMENT PROGRAM (ISSUE 2 FUNDS ONLY)

FORM 1 - 10-

City of Silverton

NAME OF JURISDICTION/AGENCY

IDENTIFICATION CODE

SIL

(See attachment 5)

PROJ. PRIORITY

NO.

(FOR

STAFF

USE)

PROJECT NAME

TYPE

(PROJ)

PROJECT LOCATION, LIMITS
OR BRIDGE NO.CURRENT
CONDITIONDAILY
USERSTOTAL
PROJECT
COSTESTIMATED
CONST. COSTIS CONST.
FUNDED IN
OVERALL
5 YEAR
CAPITAL
IMPROVEMENTCAN PROJ. AMOUNT OF
BE BID
EARLIER
WITH ISSUE
NEEDED AS
2 FUNDS
% OF

INFRASTRUCTURE FUNDS

TYPE PROJECT
(SUFFIX)A - REHABILITATION
B - REPLACEMENT
C - BETTERMENT1. BRIDGE
F.O. - FUNCTIONALLY OBSOLETE
S.D. - STRUCTURALLY DEFICIENT
2. ROADWAY
3. STORM WATER
4. WASTE WATER
5. WATER SUPPLY
6. SOLID WASTE DISPOSAL
7. FLOOD CONTROL

FUNDING YEAR 1991

Montgomery Road

2A

W. Corp. Line to
E. Corp. Line

Poor

13600

888,000

807,500

Yes

Yes

45

FUNDING YEAR 1992

Stewart Road

2A

S. Corp. Line to
I-71 south ramp

Poor

10560

193,200

175,600

Yes

Yes

90

FUNDING YEAR 1993

Elwynne Drive

2A

Montgomery to end

Poor

224

203,700

203,700

Yes

Yes

90

FUNDING YEAR 1994

Stoll Lane Rehabilitation

2A

Elwynne to
Montgomery Road

Poor

160

165,730

145,730

Yes

Yes

90

FUNDING YEAR 1995

Ohio Avenue

2A

Montgomery Rd. to
N. Corp. Line

Fair/Poor

165

150,000

150,000

No

No

90

CDS ASSOCIATES, INC.

OPINION OF CONSTRUCTION COSTS

PROJECT: MONTGOMERY ROAD IMPROVEMENTS
CITY OF SILVERTONPROJECT # 90014-03DATE 8/30/90

SPEC. NO.	ITEM	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST TOTAL	ITEM COST
253	Full-Depth Asphalt Pavement Repair (5%)	1,400	S.Y.	\$ 33.00	\$ 46,200.00
254	Pavement Planing (2" to 6")	27,660	S.Y.	\$ 4.00	\$110,640.00
403	Asphalt Concrete Leveling Course (1" Average)	800	C.Y.	\$ 70.00	\$ 56,000.00
404	Asphalt Concrete Surface Course (1-1/2" Average)	1,175	C.Y.	\$ 70.00	\$ 82,250.00
407	Tack Coat (0.1 Gal./S.Y.)	2,766	Gal.	\$ 1.00	\$ 2,766.00
603	12" Conduit, 706.02, Type B	100	L.F.	\$ 40.00	\$ 4,000.00
604	CB-3 Catch Basin	1	Each	\$1,500.00	\$ 1,500.00
609	Remove and Replace Concrete Curbs	10,220	L.F.	\$ 17.00	\$173,740.00
609	4" Concrete Walk Replacement	4,800	S.F.	\$ 3.50	\$ 16,800.00
SPL	Type 2 Curb Ramps	1,000	S.F.	\$ 4.50	\$ 4,500.00
SPL	Replace Blockouts at Catch Basins	20	Each	\$ 300.00	\$ 6,000.00
SPL	Reconstruct Catch Basin	2	Each	\$1,000.00	\$ 2,000.00
SPL	Adjust Manhole to Grade	55	Each	\$ 250.00	\$ 13,750.00
SPL	Full-Depth Concrete Pavement Repair (5%)	1,400	S.Y.	\$ 60.00	\$ 84,000.00

CDS ASSOCIATES, INC.

OPINION OF CONSTRUCTION COSTS

PROJECT: MONTGOMERY ROAD IMPROVEMENTS
CITY OF SILVERTON

PROJECT # 90014-03 DATE 8/30/90

SPEC. NO.	ITEM	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST TOTAL	ITEM COST
614	Traffic Maintenance	LS	LS	\$ 5,000.00	\$ 5,000.00
621	Pavement Marking	LS	LS	\$ 5,000.00	\$ 5,000.00
SPL	Traffic Signal Equipment	LS	LS	\$120,000.00	\$120,000.00

SUBTOTAL:

\$734,146.00

CONTINGENCIES:

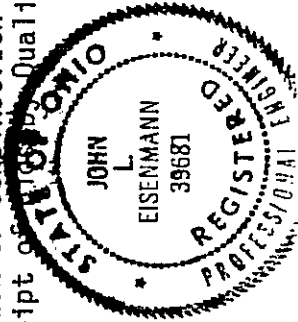
\$ 73,354.00

TOTAL - MONTGOMERY ROAD IMPROVEMENTS:

\$ 807,500.00

USEFUL LIFE: Upon satisfactory completion of the work, the useful life of the Montgomery Road Improvement project will be 10 years (Pavement Resurfacing) and 20 years (Curb Repair).

OPINION OF CONSTRUCTION COST is subject to adjustment upon detail plan completion and upon receipt of final bill from Qualified Contractors.



John L. Eisenmann
 John L. Eisenmann, P.E., P.S.
 Registration No. 39681

The City of Silverton

HAMILTON COUNTY
SILVERTON, OHIO 45236

6860 PLAINFIELD PIKE
793-7980



September 6, 1990

I certify the attached to be a true and correct copy of
Resolution No. 184, passed by the Council of the City of
Silverton on September 6, 1990.

Jill A. Short

Jill A. Short, Notary Public
State of Ohio



JILL A. SHORT
Notary Public, State of Ohio
My Commission Expires May 28, 1992

RESOLUTION # 184

WHEREAS, the City of Silverton is submitting an application for financial assistance to the Ohio Public Works Commission; and

WHEREAS, an individual needs to be empowered with the authority to make the necessary application and representations required on behalf of the City;

NOW THEREFORE, Be It Resolved By the Council of the City of Silverton, That:

Section 1. That JOHN GREENMAN OF CDS ASSOCIATES, INC. is hereby authorized to apply for financial assistance on behalf of the City of Silverton to the Ohio Public Works Commission and to certify on behalf of the City of Silverton all information contained in the application.

Section 2. That all information contained in the application, a copy of which is attached hereto, is hereby authorized and represented as correct.

Section 3. That upon granting of the application, the City of Silverton certifies it will comply with all assurances required by Ohio law.

Passed this 10th day of September, 1990.

Richard F. Hunter
Richard F. Hunter, Mayor

ATTEST:

Brenda Williams
Brenda Williams, Clerk

APPROVED AS TO FORM:

Thomas E. Dognellon
Thomas E. Dognellon, City Solicitor

The City of Siluerton

HAMILTON COUNTY
SILVERTON, OHIO 45236

6860 PLAINFIELD PIKE
793-7980



October 25, 1990

Mr. Donald Schramm, P.E.
Chairman, District 2 Committee
Ohio Issue 2 Funding
Court House Annex - Room 800
138 East Court Street
Cincinnati, OH 45202


Re: 1991 Issue 2 Funding Application
City of Siluerton

Dear Mr. Schramm:

The City of Siluerton has applied for and been approved for maintenance funds from O.D.O.T. for the 1991 Montgomery Road project. (See enclosed letter dated September 18, 1989)

Yours very truly,


Chief Fiscal Officer


Mayor

cc: C.D.S. Associates, Inc./John Eisenmann
Paul J. Steman, Service Director

RFH/js



Richard F. Celeste/Governor

OHIO DEPARTMENT OF TRANSPORTATION

25 South Front Street
P.O. Box 899
Columbus, Ohio 43216-0899

DISTRICT 8 OPERATIONS DEPARTMENT, P. O. BOX 272, LEBANON, OHIO 45036 - 513/932-3030

September 18, 1989

Mr. Paul J. Steman
Service Director
City of Silverton
6860 Plainfield Road
Silverton, Ohio 45236

Dear Mr. Steman:

In reply to your letter of June 16, 1989, I am pleased to inform you that U.S. 22 (Montgomery Road) in the City of Silverton will be resurfaced on our fiscal year 1991 program.

Please submit your plans for said project to Mr. David Lupberger of our District Planning and Design Department. Should you require additional information or assistance, feel free to contact Mr. Lupberger.

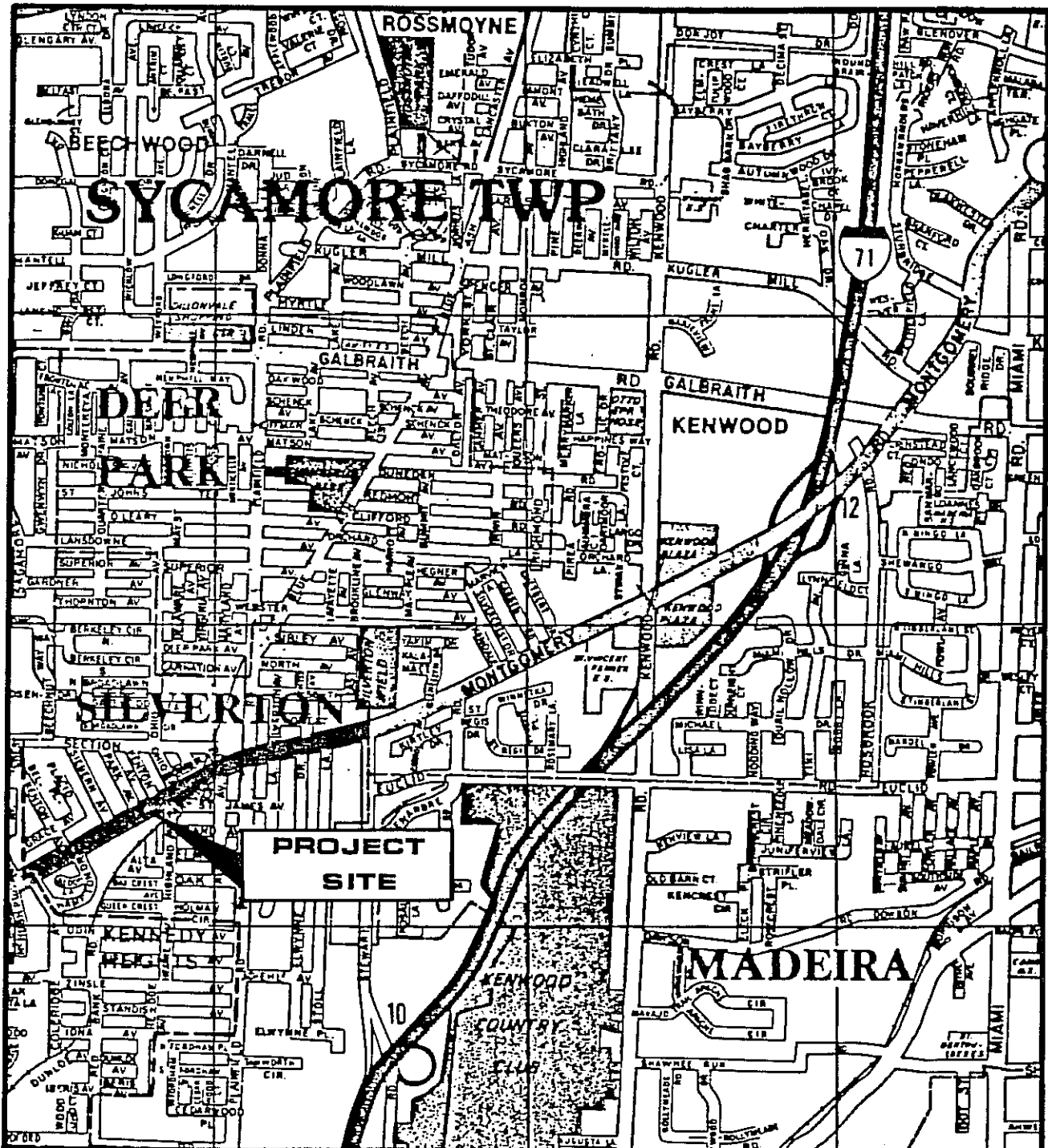
Yours very truly,

L. H. Wallace
LLOYD H. WALLACE, P.E.
DISTRICT DEPUTY DIRECTOR

LHW/sc

cc: file

VICINITY MAP



MONTGOMERY ROAD IMPROVEMENTS

SUPPORTING INFORMATION

Resulting Employment Opportunities

- A. Temporary Employment: It is anticipated that 10 to 15 temporary construction jobs will be created as a result of this project.
- B. Full-Time Employment: It is not anticipated that any new full-time employment will result from the proposed infrastructure activity.



engineers
architects
planners

January 15, 1990

Mr. Paul Steman
Service Director
City of Silverton
6860 Plainfield Road
Cincinnati, Ohio 45236

Re: Montgomery Road
89146

Dear Paul:

After my meetings with you and Dave Lupberger of ODOT, I made a visual inspection of Montgomery Road to evaluate the present condition of the roadway and related improvements. Following are our recommendations resulting from that inspection:

PAVEMENT: Resurfacing is needed and some areas require replacement or repair of the base. The pavement level has reached its limit, however, and must be lowered by planing before any additional surfacing is applied.

CURB: Most of the curb along the roadway is deteriorated, covered up, or non-existent. New curb should be constructed to control surface runoff and preserve the roadway.

SIDEWALK: Several small areas of sidewalk that are adjacent to the curb should be replaced to control drainage and for pedestrian safety. At intersections, we recommend that the walk be replaced with wheel chair ramps.

CATCH BASINS: Most of the catch basins have been adjusted by various means thru the years to meet the pavement levels as new layers were applied. These will probably require reconstruction of the top portion as the pavement is lowered.

INTERSECTIONS: Pavement planing and resurfacing should extend into intersecting streets at least to the end of the curb radius. New curbs with wheel chair ramps should be constructed around the radius to control traffic and for pedestrian safety.

According to Mr. Lupberger, this project is classified as a maintenance job and funding is available only for planing, resurfacing, and adjustment to manholes, valves, etc. Any work involving repair or replacement of curbs or sidewalks must be paid for by the City.

Mr. Paul Steman
City of Silverton
Cincinnati, Ohio 45236

January 15, 1990

Page Two

It is our opinion to resurface the roadway without repairing the curb and sidewalks would be inappropriate based on current conditions.

Based on our visual inspection and using current estimating prices, with allowance for cost of controlling and maintaining traffic, we estimate the cost of the work not included in the State funding to be approximately \$175,000 to \$200,000. We recommend that the resurfacing project be delayed until funding is available for the curb replacement.

We will be glad to assist you in exploring other sources of funds for the project, and in making applications where necessary. Possible options are Issue 2, Community Development, Municipal Road Funds, or direct assessments. Should the project move forward, we will make pavement corings over the length of the roadway to measure the existing pavement and determine the condition of covered curbs. This will be used to make a more accurate cost estimate and to prepare the detailed plans.

Please call if you have any questions. We are in a position to begin work immediately upon request.

Sincerely,

CDS ASSOCIATES, INC.


Ed Read, P.E.
Project Engineer

ER: jr

CITY OF SILVERTON STREET INVENTORY AND CONDITION REPORT
PRINTED SEPTEMBER 13, 1990

STREET	# LANES	TOTAL LENGTH FEET	TOTAL SQ. YDS	CONDITION	IMPROVEMENT PLANNED FOR
LDON LN.	2	401	1,114	GOOD	
LPINE AVE.	2	1,398	3,422	POOR	1992
LTA AVE.	2	587	1,565	FAIR	1994
ELKENTON AVE.	2	767	2,130	FAIR	1993
LUE ASH AVE	2	605	2,017	POOR	1990
EDARWOOD CT.	2	131	408	GOOD	
EDARWOOD PL.	2	480	1,493	GOOD	
ENTER AVE.	2	360	800	GOOD	
OLDRIDGE AVE.	0 (STREET IN CINN.)				
IEHL AVE.	2	935	2,610	GOOD	
AST GATEWOOD LN.	2	870	2,329	POOR (BAD JOINTS & CURB)	1993
AST ST.	2	738	1,394	GOOD	
AST WINDING WAY	2	1,396	3,878	FAIR	
LM AVE.	2	917	2,954	FAIR	1995
LWYNNE DR.	2	4,262	11,589	FAIR (NO CURBS LEFT)	1993
ARDNER AVE.	2	1,394	3,098	GOOD	
ATEWOOD LN.	2	826	2,111	GOOD	
ERDSEN LN.	2	265	824	FAIR	1994
RACE AVE.	2	887	2,267	FAIR	1993
RAND AVE.	2	916	2,951	FAIR	1994
JN DR.	2	1,346	3,589	GOOD (NO CURBS LEFT)	
IGHLAND AVE.	2	1,574	5,247	GOOD	1995
OLMAN CIR.	2	579	1,608	GOOD	1989 COMPLETE
OME ST.	2	774	2,580	GOOD	
ENTON AVE.	2	818	2,545	FAIR	1993
ILLIAN AVE.	2	619	1,719	GOOD	
ONTGOMERY RD.	4	4,839	25,169	POOR (BAD CURBS)	1991
ORTH AVE.	2	1,322	4,259	GOOD	
ORTH BERKLEY CIR.	2	1,396	3,878	POOR	1991
ORTH BROADLAWN CIR.	2	1,094	2,917	GOOD	
ORTH FORDHAM PL.	2	997	2,769	GOOD	
AK AVE.	2	1,987	4,558	GOOD	
AKCREST DR.	2	384	1,024	GOOD	1989 COMPLETE
HID AVE.	2	3,282	8,012	FAIR	1995
RCHARD ST.	2	565	1,632	POOR	1992
ARK AVE.	2	995	3,096	FAIR	1993
ARKVIEW LN.	2	263	731	POOR	1992
LACID PL.	2	347	887	FAIR	1993
LAINFIELD RD.	1/2 RD. TO SOUTH 3 TO MONT. 2 TO WOOD.	7,113	20,868	GOOD / POOR	1989 / 1990
UARTERMAINE AVE.	2	509	1,018	GOOD (NO CURBS OR WALK)	
UEENCREST AVE.	2	603	1,608	GOOD	1989 COMPLETE
ED BANK RD.	1 (CORP. LINE CENTER OF RD.)	720	1,040	GOOD	
AMPSON LN.	2	1,981	5,587	GOOD (NO CURBS TO LOW)	1995
ECTION RD.	2	2,391	6,853	GOOD	
EY AVE.	2	1,145	3,689	GOOD	
IEBERN AVE.	2	1,199	2,664	GOOD (NO CURBS LEFT)	1994
SILVERTON AVE.	2	813	2,710	GOOD	
OUTH AVE.	2	1,341	4,321	GOOD	
OUTH BERKLEY CIR.	2	1,396	3,878	POOR	1991

CITY OF SILVERTON STREET INVENTORY AND CONDITION REPORT
PRINTED SEPTEMBER 13, 1990

STREET	# LANES	TOTAL LENGTH FEET	TOTAL SQ. YDS	CONDITION	IMPROVEMENT PLANNED FOR
SOUTH BROADLAWN CIR.	2	1,094	2,917	GOOD	
SOUTH FORDHAM PL.	2	867	2,794	GOOD (NEEDS MUD JACK)	1991
ST. JAMES AVE.	2	1,308	3,778	FAIR	1995
STEWART RD.	2	4,220	13,681	POOR	1992
STOLL LN.	2	3,460	10,351	POOR / GOOD	1994
SUPERIOR AVE.	2	761	1,607	GOOD	
TAMWORTH CIR.	2	467	1,557	GOOD	
THORNTON DR.	2	1,525	2,614	GOOD (CURBS TO LOW)	
WALKER AVE.	2	403	1,119	GOOD	
WEST FORDHAM PL.	2	717	2,231	GOOD (NEEDS MUD JACK)	1991
WINDING WAY	0 (STREET IN AMBERLEY)				
WOODFORD RD.	1 (CORP. LINE CENTER OF ST.)	1,837	2,653	GOOD	1991
<hr/>					
Count:	61				
Total:		77,186	224,712		

= 31.92 LANE MILES

ADDITIONAL SUPPORT INFORMATION

For 1991, jurisdictions shall complete the State application form for Issue 2, Small Government, or Local Transportation Improvement Program (LTIP) funding. In addition, the District 2 Integrating Committee requests the following information to determine which projects are funded. Do NOT request a specific type of funding desired, as this is decided by the District Integrating Committee.

1. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what percentage can be classified as being in poor condition, adequacy and/or serviceability?

Typical examples are:

Road percentage = $\frac{\text{Miles of road that are in poor condition}}{\text{Total miles of road within jurisdiction}}$

Storm percentage = $\frac{\text{Miles of storm sewers that are in poor condition}}{\text{Total miles of storm sewers within jurisdiction}}$

Bridge percentage = $\frac{\text{Number of bridges that are in poor condition}}{\text{Number of bridges within jurisdiction}}$

Roadway Percentage = 3.91 miles/14.62 miles = 26%

2. What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, base condition on latest general appraisal and condition rating.

Closed	_____	Poor	_____ X
Fair	_____	Good	_____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Curbs are heavily deteriorated and are completely disintegrated in some areas.

Curb height is reduced to the point that surface runoff is not contained. The existing asphalt surface is deeply rutted and flowing over curb tops due to shoving

Curb ramps do not exist at some intersections. Although functional, signal equipment is obsolete and difficult to maintain. Drainage problems have developed at a railroad crossing due to the raising of the track structure during railroad resurfacing work.

3. If State Issue 2 funds are awarded, how soon (in weeks or months) after completion of the agreement with OPWC would the opening of bids occur?
4 Months

Please indicate the current status of the project development by circling the appropriate answers below.

- a) Has the Consultant been selected? ☒ Yes No N/A
b) Preliminary development or engineering completed? Yes ☒ No N/A
c) Detailed construction plans completed? Yes ☒ No N/A
d) All right-of-way acquired? Yes No ☒ N/A
e) Utility coordination completed? Yes ☒ No N/A

Give estimate of time, in weeks or months, to complete any item above not yet completed.

Approximately 3 months will be required to complete detailed construction plans and preliminary engineering. Utility coordination will also be accomplished during this time period.

4. How will the proposed infrastructure activity impact the general health, welfare, and safety of the service area? (Typical examples include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.)

Replacement of the existing curbs and storm sewer work will improve drainage of the roadway surface, thereby improving control of vehicles in inclement weather. Access will be improved at business driveways. Handicapp access will be improved at some intersections.

5. For any project involving GRANTS, the local jurisdiction must provide a MINIMUM OF 10% of the anticipated construction cost. Additionally, the local jurisdiction must pay 100% of the costs of preliminary engineering, inspection of construction, and right-of-way acquisition. If a project is to be funded under Issue 2 or Small Government, the costs of any betterment/expansion are 100% local. Local matching funds must either be currently on deposit with the jurisdiction, or certified as having been approved or encumbered by an outside agency (MRF, CDBG, etc.). Proposed funding must be shown on the Project Application under Section 3.2, "Project Financial Resources". For example a project involving LOANS or CREDIT ENHANCEMENTS, 100% of construction costs are eligible for funding, with no local match required.

What matching funds are to be used for this project? (i.e. Federal, State, MRF, Local, etc.)

ODOT Maintenance Funds

To what extent are matching funds to be utilized, expressed as a percentage of anticipated CONSTRUCTION costs?

53.6% of construction costs.

NOTE: ODOT Maintenance Funds are allocated for asphalt planing and resurfacing in 1991. It would be inappropriate to resurface this roadway without also repairing curbs and catch basins. Local Funding will not be available to complete these items. Therefore, ODOT Maintenance Funding must be forfeited if Issue 2 matching funds are not awarded.

6. Has any formal action by a federal, state, or local government agency resulted in a complete ban or a partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of new building permits). THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE CONSIDERED VALID.

COMPLETE BAN _____ PARTIAL BAN _____ NO BAN X

Will the ban be removed after the project is completed? Yes _____ No X

Document with specific information explaining what type of ban currently exists and the agency that imposed the ban.

N-A

7. What is the total number of existing users that will benefit as a result of the proposed project? Use appropriate criteria such as households, traffic counts, ridership figures for public transit, daily users, etc., and equate to an equal measurement of users:

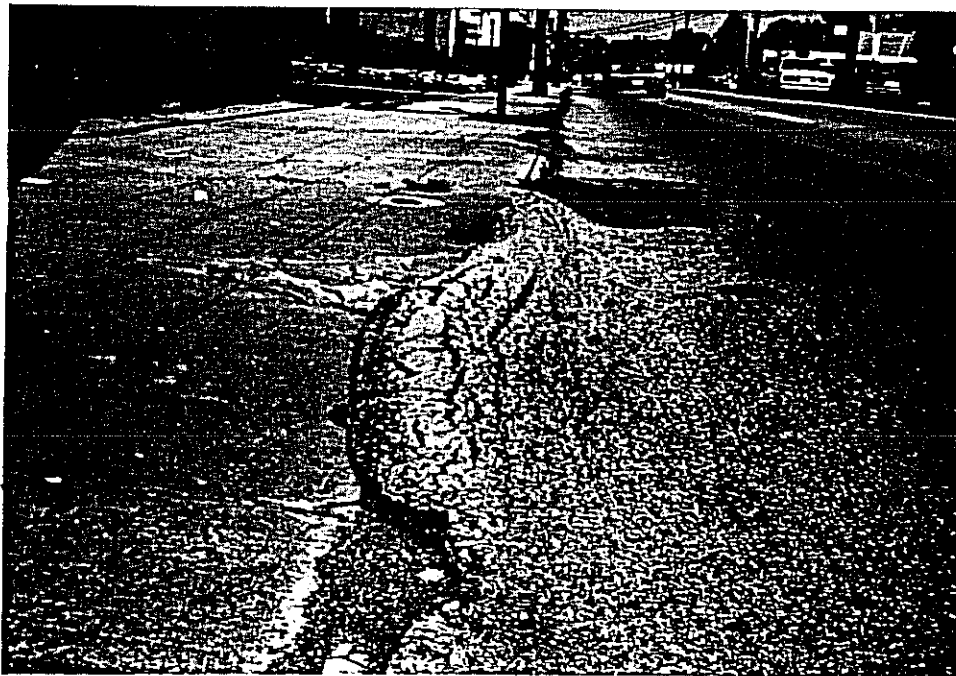
The total number of users per day is 16,200 based on a 1984 traffic count.

For roads and bridges, multiply current documented Average Daily Traffic by 1.2 occupants per car (I.T.E. estimated conversation factor) to determine users per day. Ridership figures for public transit must be documented. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by four (4) to determine the approximate number of users per day.

8. The Ohio Public Works Commission requires that all jurisdictions applying for project funding develop a five year overall Capital Improvement Plan that shall be updated annually. The Plan is to include an inventory and condition survey of existing capital improvements, and a list detailing a schedule for capital improvements and/or maintenance. Both Five-Year Overall and Five-Year Issue 2 Capital Improvement Plans are required.

9. Is the infrastructure to be improved part of a facility that has regional significance? (Consider the number of jurisdictions served, size of service area, trip lengths, functional classification, and length of route.) Provide supporting information.

Montgomery Road is a major arterial street connecting Cincinnati and Norwood with I-71, I-275 and points north. Locally, it is a major route to the new Kenwood Towne Center Shopping Mall.



MONTGOMERY ROAD
Asphalt is Flowing Over Deteriorated
Curbs Due to Shoving.



MONTGOMERY ROAD
Asphalt is Flowing Over Deteriorated
Curbs Due to Shoving.



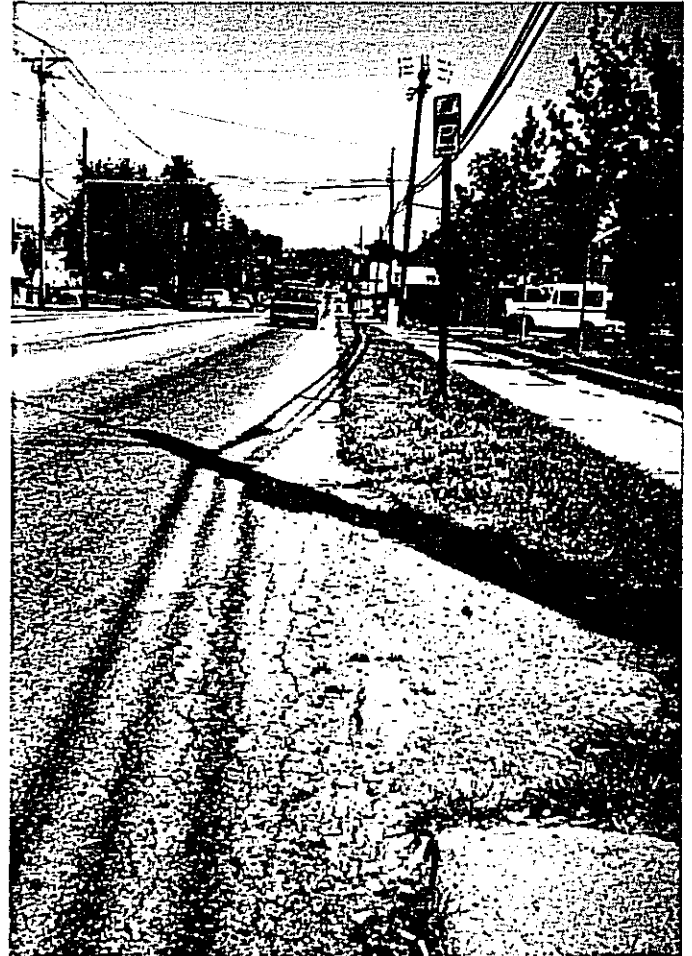
MONTGOMERY ROAD
Asphalt is Flowing Over Deteriorated
Curbs Due to Shoving.



MONTGOMERY ROAD
Water Ponds at Curbline Instead of
Flowing Longitudinally Because
Railroad Tracks Have Been Raised.



MONTGOMERY ROAD
Disintegration of Curbs at Intersection
Radius. Hood is Colapsed on Catch
Basin Structure.



MONTGOMERY ROAD
Curbs are Completely Disintegrated
in These Areas.



MONTGOMERY ROAD
Pavement Deterioration and Totally
Disintegrated Curb.



MONTGOMERY ROAD
Deteriorated Curbs and Pavement at
Inlet.

OHIO INFRASTRUCTURE BOND PROGRAM (ISSUE 2)
LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP)

DISTRICT 2 - HAMILTON COUNTY
1991 PROJECT SELECTION CRITERIA

JURISDICTION/AGENCY: SILVERTON

PROJECT IDENTIFICATION: MONTGOMERY ROAD

PROPOSED FUNDING:

ELIGIBLE CATEGORY:

POINTS

- 10 1) Type of project
- 10 Points - Bridge, road, stormwater
 - 5 Points - All other projects
- 10 2) If Issue 2/LTIP funds are granted, how soon after the Project Agreement is completed would a construction contract be awarded? (Even though the jurisdictions will be asked this question, the Support Staff will assign points based on engineering experience.)
- 10 Points - Will definitely be awarded in 1991
 - 5 Points - Some doubt whether it can be awarded in 1991
 - 0 Points - No way it can be awarded in 1991
- 15 3) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.
- 15 Points - Poor condition
 - 10 Points - Fair to Poor condition
 - 5 Points - Fair condition

NOTE: If infrastructure is in "good" or better condition, it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

- 31 4) If the project is built, what will be its effect on the facility's serviceability?

5 Points - Will significantly effect serviceability
4 Points -
3 Points - Will moderately effect serviceability
2 Points -
1 Point - Will have little or no effect on serviceability

- 4 5) Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what portion can be classified as being in poor or worse condition, and/or inadequate in service?

10 Points - 50% and over
8 Points - 40% to 49%
6 Points - 30% to 39%
4 Points - 20% to 29%
2 Points - 10% to 19%
0 Points - Less than 10%

- 6 6) How important is the project to the health, welfare, and safety of the public and the citizens of the District and/or the service area?

10 Points - Significant importance
8 Points -
6 Points - Moderate importance
4 Points -
2 Points - Minimal importance

- 6 7) What is the overall economic health of the jurisdiction?

10 Points - Poor
8 Points -
6 Points - Fair
4 Points -
2 Points - Excellent

- 5 8) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Matching funds may be local, Federal, ODOT, MRF, etc. or a combination of funds.

5 Points - More than 50%
4 Points - 40% to 49.9%
3 Points - 30% to 39.9%
2 Points - 20% to 29.9%
1 Point - 10% to 19.9%

MINIMUM 10% MATCHING FUNDS REQUIRED

- 0
- 9) Has any formal action by a Federal, State, or local governmental agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? Examples include weight limits on structures and moratoriums on building permits in a particular area due to local flooding downstream. Points can be awarded ONLY if construction of the project being rated will cause the ban to be removed.

10 Points - Complete ban
5 Points - Partial ban
0 Points - No ban

- 10
- 10) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria includes traffic counts & households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

10 Points - 10,000 and Over
8 Points - 7,500 to 9,999
6 Points - 5,000 to 7,499
4 Points - 2,500 to 4,999
2 Points - 2,499 and Under

- 5
- 11) Does the infrastructure have regional impact? Consider originations & destinations of traffic, size of service area, number of jurisdictions served, functional classification, etc.

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

TOTAL AVAILABLE = 100 POINTS